

Insurances.

Intimations

Entimations.

Auctions.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual R.
			N.	S.	E.	W.		
	Kowloon Inland Lot.	Yau-mat (N. of K. C. R. 11)	ft.	ft.	ft.	ft.		\$
1	No. 718	LL 670	12	10	12	10	1,500	100

**NAUTICAL INSTRUMENT
CHARTS and BOOKS.**

Hongkong, 17th February, 1961.

WINE AND SPIRIT MERCHANTS.

1

100

100

Today's Advertisements.

NOTICE.

BY kind permission of the COLONIAL SECRETARY and the WONG-NEI-CHONG RECREATION COMMITTEE the STEEPCHASE COURSE in the HAPPY VALLEY is LENT to the OFFICERS of the RIFLE BRIGADE TO-MORROW AFTERNOON (THURSDAY).
Hongkong, 22nd April, 1896. [712]

GOVERNMENT NOTIFICATION.

The following is published.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Hongkong, 22nd April, 1896. [713]

NOTICE TO MARINERS.

UNDER the Plover Reclamation Ordinance No. 16 of 1889 a DOUBLE ROW OF PILES will be driven into the seabed for marking the LINES of the RUBBLE STONE FOUNDATIONS of the SEA WALL and EMBANKMENT, from MORRISON STREET to the EASTERN END of the PILES, commencing the Foundations having been commenced on SATURDAY, the 18th instant. Masters of Vessels, Launches, Junk, Cargo Boats, &c. are hereby warned that they must exercise caution in approaching within 50 yards of the said Work, and that they will be held RESPONSIBLE for any DAMAGE caused by them to such Piles or Work.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAMSUI.
THE Steamship
"FOOCHOW,"
Captain Blackstone, will be despatched TO-MORROW, the 23rd instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd April, 1896. [694]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Steamship
"TAIYUAN,"
Captain R. Nelson, will be despatched on FRIDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd April, 1896. [695]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Steamship
"HANGCHOW,"
Captain Bennett, will be despatched on FRIDAY, the 24th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd April, 1896. [705]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENSIN.
THE Steamship
"SKULD,"
Captain R. Case, will be despatched for the above Ports on MONDAY, the 27th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 22nd April, 1896. [691]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"CHELYDRA,"
Captain R. Case, will be despatched as above on TUESDAY, the 28th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd April, 1896. [711]

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"MALACCA,"
FROM ANTWERP, LONDON, BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 4 A.M. TO-MORROW.
Goods not cleared by the 20th instant at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and notice of same given to the Under- signed on or before the 1st May, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd April, 1896. [41]

CHINA NAVIGATION COMPANY, LIMITED.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

CHINA NAVIGATION COMPANY, LIMITED.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

CHINA NAVIGATION COMPANY, LIMITED.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 22nd April, 1896. [427]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested 2 months before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, APRIL 22, 1896.

NOTES AND COMMENTS.

The *China Mail* in its leader of the 20th instant points to the Transit Pass question as being the most important, at the present moment, of all the subjects brought to the notice of Sir CLAUDE MACDONALD since he arrived in China, and reminds us that there are as great difficulties in the way of its successful working in the northern ports as with us—although to us it seems otherwise—and that upon the solution of it depends the future of our trade with China. Our contemporary is glad that there has been this intercourse between the British Minister and his nationals on his way to Peking and before his entry upon the duties of his office, and expresses the hope that there will soon be purely British Chambers of Commerce with whom he may freely communicate. It agrees with him that the Transit Pass question "bristles with difficulties," and that until the whole system of internal government in China has been revolutionised these difficulties must continually crop up. They are the direct result of the government of China by provinces and viceroys, and until there is a strong central organisation for the collection of all revenue, and until all Chinese mandarins are adequately and regularly paid by the Imperial instead of from the Provincial treasuries there is little hope of any effective reform. There are too many persons interested, and directly interested, in the maintenance of the present system to permit of any change without the application of the same force that first opened China to the foreigner, but our contemporary hopes for much from our new Minister and from Mr. Cuzson's presence at the Foreign Office, and expects great things from the speedy opening of the West River and its branches, although the provinces it drains are by no means as prosperous and as wealthy as we have been led to believe. In conclusion, the *China Mail* bewails the want of energy in the Hongkong Chamber of Commerce in the past, but rejoices in its present awakening—for which it gives the credit to Mr. WATKINSON—and alludes to the urgent necessity for an enlargement of the area of the Colony to provide for our increasing trade and as a preservative against overcrowding and its inevitable results on the health of the community.

Perhaps it is unfair to attribute to His Excellency any feeling in the matter. It does not so directly concern or affect him as it affects his "flippant" Colonial Secretary and his "insouciant" officials who hate the idea of anything and everything in the shape of popular government, and who know well that with its establishment on anything like a solid basis their hold on the Colony, which they now deem their own exclusive property, would very soon cease. They cannot forget that, as "Brownie" put it in last Saturday's issue of the *China Mail*, during the epidemic of plague in 1894 they stood aside and allowed the work to be accomplished by the Sanitary Board and its Executive Committee, and only interfered at the last to do mischief and create confusion. These gentlemen speak, however, under the shelter of His Excellency's name and with his authority, and he must take his fair share in the discredit their manoeuvres call down on his government. The creation of the cadet class on its present footing was as distinctly detrimental to the interest of the Colony as it might have been advantageous if it had been properly worked and if arrangements had been made for giving its members a fair share of experience in other Colonies and under other systems of government. As it is, the cadets confined to this Colony and looking solely to promotion within its limits are, *ex necessitate*, hostile to any change that even in appearance threatens to weaken their monopoly or diminish their title to the perpetual enjoyment of the Colonial leaves and fishes.

REUTER'S MESSAGES.

THE CRISIS IN MATABELELAND.

LONDON, April 20th.

The main body of the Matabeles is endeavouring to cut the communications of Bulawayo to the south and effect a junction with the Matabeles of the Mopope Mts.

THE DERIVATION OF MATABELE.

Osman D'Almeida has been re-elected.

LOCAL AND GENERAL.

SEVEN cases of plague to-day.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.

MR. E. FOXWELL, a well-known English Professor of Political Economy, has arrived at Tokio to assume duty in one of the Government establishments.

FOR giving false information concerning his cargo to Inspector Bailey, at Yan-ma-ti, a junk-master was this morning fined \$25 by the Police Magistrate.

A COPY of the minutes of the meeting of the Committee of the Chamber of Commerce held on the 17th instant will be found in another part of this issue.

MR. NAT. RUCHWALD gave his usual weekly concert at the Sailors' Home last night, being ably assisted by Mr. C. T. Robinson, who was heartily applauded for each of his five songs.

THE latest memorial movement started in England is one to present the venerable Baptist patriarch of Lichfield, Wales, with a testimonial. The Rev. Robert Jones is one of the oldest Baptist ministers of Wales. He is one of the "characters" of the Welsh pulpit, and his name is a household word throughout Wales.

HERE is an American "yarn" about Doctor Jameson that is worth preservation.—About one hundred and fifty letters awaited Dr. Jameson on his arrival at Plymouth, England. Many of them contained offers of marriage. One was from a lady of good position, who asserted that her friends considered her still handsome, but that she was the mother of two marriageable daughters. She informed Dr. Jameson that he could have his choice of the three.

Few people would imagine that during the last two or three years the annual output of bicycles in England has attained the enormous number of 300,000 machines. What the gross cost of these machines may be it is difficult to say, but if we take the last five years and put down 200,000 machines as being yearly sold at the moderate price of £15 each, then we get the tremendous total of £15,000,000 spent on machines alone. At the prices of bicycles range from £10 to £30, it is very likely that the sum just named may be but a very low estimate indeed.

THE "Topicist" writes in the Singapore *Free Press*:—Sir Claude MacDonald, British Minister to Peking, and H. E. Li Hong-chang, viceroy of the Empire of China to the ancient capital of Russia, passed each other a day or two ago somewhere on the expanse of the China Sea. These two men have it in their hands to make no little of the history of the Far East's future. By the time old Li gets back to Peking, perhaps to get a pair of Yellow Trunks in addition to his Yellow Jacket, Sir Claude will be "feeling his feet" round about the Transil Yamen. We hope he will not trouble himself very much about that office, but will promptly get to close quarters with the men and things that have to be dealt with in our affairs with China.

THE *Shanghai Mercury* scored heavily when it published this chunk of common sense:—With the growth of trade the population of Shanghai is naturally increasing, and the want of house accommodation is very much felt, especially the want of single rooms. Many, on arrival in the "Model Settlement," expect at once to be able to find a house or suitable rooms to live in, but on looking round they are sadly disappointed, for not a single suitable house or room is to be found. The poor working man finds that he is unable to pay for a room at an hotel, especially when he is asked as high as seven dollars a day for a room and board. What Shanghai wants is cheaper houses, or houses where furnished rooms can be had without board. There is a talk amongst a few of getting a large house built, to make a kind of Junior Club, where single men can get rooms and be supplied with food—a kind of Bachelor's Hall. Junior clerks and assistants cannot afford to pay more than \$50 per month, and there are but few places in Shanghai where a young man can obtain board and lodgings for that amount. Such a place, if conducted on proper principles, would pay well and be a great boon to many.

A TELEGRAM in one of our Vancouver exchanges received yesterday reads as follows:—The Hamburg admirer of Prince Bismarck intend, as usual, to organise a torchlight procession at Friedrichsruhe on his 81st birthday, which occurs on April 21. A letter has been received by the committee accepting the compliment in the following terms:—"Prince Bismarck, even if he were less robust than he is, would be very unwilling to renounce the honour which the friendly inhabitants of the neighbouring commercial city intend to pay him, by a torchlight procession on the 1st of April." Recent visitors at Friedrichsruhe say that the ex-Chancellor looks and is uncommonly well, and that his carriage is as erect and his conversation as animated, agreeable, and witty as ever. When one of the guests drank his health the other day, and wished him many long years of life, he answered, "Nay, nay, I have had enough. I don't want any more." The recent death of Dr. Bohl, the National Liberal leader, and an ex-member of the Reichstag, who was one of the Palace's most zealous fellow labourers, prompted him to send the widow the following telegram:—"I was deeply grieved to hear the news of your husband's death, which was unexpected by me considering his age, and I feel with you the loss of my political comrade in arms and personal friend."

THE cycling race between the American rider Martin and Parsons (Australian) for £25 a side and a purse of £40, over the three distances of 5, 10 and 15 miles, took place at St. Kilda, near Melbourne, on the 31st ult., when the American won each event after splendid contests. The time was 10 min. 49 1/5 secs. for the 5-mile race, which is the Australian record.

THE supply of beef in Hongkong has been very inadequate for some time past, and during the last two or three days there has been almost a complete stoppage of the supply. This is explained by the buyers who bring cattle down from the interior to be owing to the scarcity of animals suitable for slaughter, though why this should be so in this year of grace they fail to explain. Beef is beef now!

ABOUT 1.30 this morning fire broke out in the three-story house No. 48 Praya West, corner of Wing Lok Street, occupied on the ground and first floors by a rice merchant. These two floors, which were insured in the Marine Insurance Co. (Messrs. Sanders & Co.), were completely gutted, the top story not being badly damaged. One of the rooms burnt out of kerosene, and an inquiry will consequently be heard.

MR. J. RICKETT, agent of the P. & O. Co. in Yokohama, and a popular ex-President of the Yokohama Rowing Club, has been presented by the Club with a handsome lacquered photograph album, on his departure from Japan. A choice silver bowl, to be purchased by popular subscription among the members, many of whom now reside in Kobe, will be forwarded to Mr. Rickett, whom Mr. Bosg described as having been "the mainstay and sheet-anchor of the Club."

THE Regulations for the organization of Law Courts in Formosa will shortly be promulgated. According to the proposed rules, district courts are to be established at Tainan, Taipei, Keelung, and several other of the principal towns in the islands, and Courts of Appeal at Tainan, Taipei, and Keelung, with the Supreme Court at Taipei. Special laws are to be issued for the islands, these laws being compiled by the judicial officials in Formosa and subjected to the approval of the Minister of Colonial Affairs and the Premier.

THE cold tub is no longer in favour with the faculty, says a home paper. The latest advice is that we should bath ourselves in the morning with water as hot as it can be borne for the space of three minutes, to be followed by some half a dozen sponges of cold water applied to the spine of the neck. This bath must be accompanied by the fresh air treatment, which consists in standing at the open window and taking eight deep inhalations. How much better they manage the morning tub in Japan. There it is in the form of a barrel, and the young Japanese blade has but to step to find himself up to his neck in clear water.

THE matrimonial bliss of Mr. Hiyama, an ex-member of the Diet, who some time ago married the daughter of a chief of one of the Formosan tribes, appears to have been brief. According to the *Yokohama Nippon*, the gallant Benedict is now broken-hearted. The blushing young bride has been frightened by the ticking of a clock and has left her husband to meditate in solitude upon the imprudence of introducing the arts and wonders of civilisation so suddenly into the domain of savagery. In vain did Mr. Hiyama try to persuade his spouse that the clock was quite harmless and nothing supernatural. She couldn't believe it, however, and one day during the temporary absence of her husband she abandoned him to single-mindedness again, and escaped from whatever calamity she believed to be attendant on the ticking of a clock.—Well, did you ever! Surely this must have been the far-famed *Humphreys' Clock*!

ONE of the latest San Francisco papers received here contains the following paragraph:—Colonel M. R. Jeffers, an American railway engineer, is stopping at the Palace Hotel. This gentleman has a concession from the Chinese Government to build a railroad from Peking to Hankow, provided he secures a subscription in this country of about \$10,000,000. There are in China at present but two short railroads, one of 150 miles and the other of 65 miles. In January Hsu Yin-t'ang, a Tsoai, or Mayor, of Kwangtung, was given by Prince Kung, Superintendent of Military Affairs, permission under authority of the Emperor to construct a railway from Peking north to Hankow, a distance of 750 miles. The right is also granted to build from Peking south to Canton, a distance of 600 miles, upon completion of the Hankow Road. One of the conditions is that not less than two-thirds of the capital necessary, which will amount to about 30,000,000 taels, must be subscribed by Chinese.

MEMORANDA.

THURSDAY.—23rd April.
The Share Register of Olivers Freehold Mines, Ltd., closes from this date to the 7th prox., inclusive.
11 a.m.—English Mail closes.
Noon.—*Peking Mail* calls for London.
4.15 p.m.—Meeting of the Sanitary Board.

FRIDAY.—24th April.
Noon.—Annual general meeting of shareholders in Campbell, Moore & Co., Ltd.
5.15 p.m.—Lecture by H.E. Sir William Robinson before the Odd Volumes.

SATURDAY.—25th April.
Noon.—*Delgo* leaves for San Francisco, with usual party of call.

SUNDAY.—26th April.
a.m.—*Trunk Mail (Vat)* Due.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

The following are the minutes of the monthly meeting of the Committee held at the Chamber's Rooms on the 17th April. Present:—Messrs. A. McCoskie (Vice-Chairman), J. J. Bell-Irving, N. J. Ede, T. Jackson, St. C. Michaelson, N. A. Sloer, T. H. Whitehead, and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE COMMITTEE.

The Chairman announced that Mr. R. M. Gray had resigned his seat in consequence of leaving for home.
Mr. Bell-Irving proposed and Mr. Jackson seconded that Mr. Herbert Smith be invited to fill the vacant seat. Carried unanimously.

NEW MEMBER.

Mr. H. Wickham was elected a member of the Chamber.

THE WUCHOW OBSTRUCTION CASE.

Read letter from Mr. Sanderson, of the Foreign Office, acknowledging receipt by Lord Salisbury of the Chamber's telegram of the 20th February, and stating that the matter is being dealt with by the Consul at Canton under instructions from the Minister at Peking.

(Copy.)

Foreign Office,
March 3rd, 1896.

Sir,—The Ministry of Salisbury has received your telegram of the 20th ultimo calling attention to the obstruction of the sale of Mr. Andrew's goods at Wuchow.

I am directed by His Lordship to inform you in reply that the case is being dealt with by the Acting British Consul at Canton, who is in communication with Her Majesty's Charge d'Affaires at Peking on the subject.

Mr. Pringle has been asked to report the result of the action taken by him in the matter.

I am, Sir,

Your most obedient humble servant,
(Signed) T. H. SANDERSON.

The Chairman,
Hongkong Chamber of Commerce.

THE INTERVIEW WITH THE NEW BRITISH MINISTER.

An account of the proceedings at the interview of the Committee with H. E. Sir Claude MacDonald on the 4th inst. was laid on the table.

PROPOSED CLAIM BY MR. ANDREW FOR OBSTRUCTION AT WUCHOW.

Letter read from Mr. Andrew, dated 7th inst., enclosing *pro forma* account of claims he proposes to make on the Chinese Government for loss of time, business, and money, incurred by his detention at Wuchow, and asking Committee to suggest amount of indemnity and support his demand. Resolved that reply be sent stating it was outside the province of the Chamber to fix amount of indemnity, but if he failed to obtain satisfaction the Chamber would be ready to assist him in the prosecution of his claim.

UPCOMING CONGRESS OF CHAMBERS OF THE EMPIRE.

Resolutions read from Messrs. A. G. Wood and E. Macdonald accepting with great pleasure the nomination to act as additional delegates to represent the Chamber at the forthcoming Congress of Chambers.

THE CHAMBER AND THE SANITARY BOARD.

Read a letter from Colonial Secretary, requesting, in behalf of H.E. the Governor, to know whether the Chamber has changed its opinion on the subject of the Sanitary Board, and if so, to be informed of the reasons for such change. Resolved in the reply to effect that if the Governor desired our expression of opinion on the subject it would be necessary to ascertain the opinion of the members of the Chamber.

THE ANNUAL REPORT.

The Chairman announced that the report was in the hands of the printers.

THE STRANDING OF THE "EKE."

A Marine Court was held at the Harbour Office this morning to inquire into the cause of the stranding of the British steamer *Eke*, of London. Henry William Pell, master, on Hongkong Chan Island on the 9th instant. The Court was composed of R. Murray Ramsay, R. N., (Harbour Master), President; Staff Commander C. R. H. Robinson, R.N., H.M.S. *Victor Emmanuel*; J. H. Rider, master, steamer *Helge*; J. A. Morris, master, steamer *Chavot*; and H. Eynon, master, steamer *Empress of India*, Assessor.

The warrant convening the Court, and the application of Captain Pell for an inquiry to be held, were read.

Henry William Pell, stated:—I am master of the British steamer *Eke*, of London, and hold a master's certificate, dated Feb. 14th, 1895. I have been in command of the *Eke* for two years. I left Hongkong at 11.30 a.m. on the 8th April, bound for Saigon in ballast. My draft was 15° 30' N. and 105° 15' E. The weather was clearing when I left. I proceeded between Green Island and Hongkong to about five miles to the westward of Lamou Island. When off the S. W. of Lamou Island I entered a thick haze of fog. I slowed the engines and kept the signals going for a few moments, and then turned around to come back. When we returned about two or three ships' lengths, the weather got clear again all round. Proceeding again on my course I again entered the fog. I then made up my mind to return and anchor in Lamou Bay, which I did, and remained there all the afternoon. I left there all night and as it was much clearer started off just before 6 o'clock on the 9th. The ship was steered S. by W. magnetic—by the steering compass S. by W. I thought this would take us about a mile and a half off Lantau. When Lantau was ahead plainly visible, I altered the course to S. W. by S. magnetic. The *Samson* Group were then on the starboard beam, the tops covered by fog. I could see what I took for these islands very plainly. When abreast of the first island I sent the Chief Officer off to note the fog and he reported 11 miles. It was then about 7 o'clock. The fog was put astern when we started from the anchorage. I reckoned I was then 14 miles off the island. We altered at once entered a thick fog which hid everything from view. We slowed the engines, placed a good lookout, and kept the whistle blowing. Two or three minutes after this the lookout and Chief Officer saw the *Rock*, on the starboard bow, which on the bridge was understood as "Junks" on the starboard bow. The helm was put hard starboard, and the

'B' CLASS SINGLE HANDICAP.
R. E. MacBirney (ows 15) scratched to E. J. Jones (receives 1/2 15), O. Stewart (receives 1/2 15) and G. H. Thompson (ows 1/2 15).—S. I. A.

Flight map came from home about the same time as paycell. I was in the first of these. Three were discharged for misconduct, one resigned to take another job, and three left on the expiration of the

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sales 18 1/2 per cent premium. Kowloon Wharf shares have been fixed at \$47 and \$47 1/2.

...in order that you may know what it is,
how to deal with it. The book costs you nothing,
would be worth buying as if every lead were
gold.

"Lincoln, England," are engraved on
the Patent Stamp, and "Clark's World-
famous Mixture," blown in the Bottle.

H. A. RITCHIE,
Superintendent.

Notice of Firms.

GEORGE FENWICK AND COMPANY, LIMITED.

NOTICE is hereby given that during my Temporary Absence from the Colony, Mr. WILLIAM G. WINTERBURN has been appointed ACTING GENERAL MANAGER of the above firm.

By Order,
GEO. FENWICK,
General Manager.
Hongkong, 8th April, 1896. [1637]

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have this Day PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

FOOK CHEONG & Co.,
No. 44, Praya Central,
AH YON,
Managing Partner.
Hongkong, 18th February, 1896. [399]

To be Let.

TO LET.

DWELLING HOUSES—
HOUSES IN TOWN TERRACE,
No. 4, KNUTSFORD TERRACE—
KOWLOON.
FIRST FLOOR, No. 4, BLUE
BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT
COMPANY, LTD.
Hongkong, 16th April, 1896. [179]

TO LET.

(WITH POSSESSION FROM 1ST JUNE.)
NO. 3, CASTLE ROAD.
Apply to
SPANISH PROCURATION.
Hongkong, 20th April, 1896. [597]

TO LET.

WITH IMMEDIATE POSSESSION.
FOUR FURNISHED BED-ROOMS at
KOWLOON HOTEL.
THREE GODOWNS, PRAYA EAST, Nos.
90A, 117 and 118A, and TWO GODOWNS
under the OLD VICTORIA HOTEL BUILDINGS,
PRAYA CENTRAL.
Apply to
NEW VICTORIA HOTEL.
Hongkong, 13th April, 1896. [420]

TO LET.

LARGE GODOWN on KOWLOON
PRAYA, suitable for the storage of
GENERAL CARGO or COAL.
Apply to
Linstead & Davis.
Hongkong, 4th April, 1896. [616]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 23rd instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 22nd April, 1896. [698]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd April, 1896. [694]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 22nd April, 1896. [709]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND.

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

THE Company's Steamship

"PINGSUEY,"

D. Davies, Commander, will be despatched as above on or about the 25th instant.

For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 21st April, 1896. [608]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on MONDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th April, 1896. [706]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE,"

Captain Davies, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th April, 1896. [351]

Intimations.

ENJOY IMMUNITY

from much Sickness and Suffering by having all your
Drinking and Cooking Water Filtered through

THE BERKEFELD FILTER

AND
GERM PROOF
FILTERING
FILMS.

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Opinions of the Press,
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WATKINS & CO.,

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Rice—Corn—Sugar-cane, etc.

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Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"

Captain R. Nelson, will be despatched TO-MORROW, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th April, 1896. [665]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

Captain Williams, will be despatched on FRIDAY, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th April, 1896. [667]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, will be despatched on THURSDAY, the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st April, 1896. [656]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [687]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PALAMED,"

Captain Williams, will be despatched as above on SATURDAY, the 2nd May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st April, 1896. [710]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

R. Jones, Commander, will be despatched on MONDAY, the 4th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th April, 1896. [688]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Carina..... To JAVA..... April.

S.S. Fedration ... To JAVA..... May.

S.S. Germania..... To JAVA..... June.

S.S. Fedration ... To JAPAN ... April.

S.S. Germania..... To JAPAN ... May.

S.S. Carina..... To JAPAN ... June.

General Agents for China & Japan, LAUTS, WEGENER & Co.,
Hongkong, 30th March, 1896. [691]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"HANGCHOW,"

Captain Bennett, will be despatched TO-MORROW, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th April, 1896. [705]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"DARIUS,"

Captain Curry, will be despatched for the above Ports on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th April, 1896. [704]

"MOGUL" LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

THE Steamship

"SIKH,"

Captain Rowley, will be despatched for the above Ports on MONDAY, the 27th instant, at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 18th April, 1896. [692]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"CENTAUR,"

Captain Williams, will be despatched on TUESDAY, the 28th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th April, 1896. [707]

"GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON.

THE Company's Steamship

"GLENSHIEL,"

Captain Jones, will be despatched as above on or about FRIDAY, the 1st May.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 15th April, 1896. [672]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"COWIE,"

Captain Parnes, will be despatched as above on or about TUESDAY, the 5th May.

For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 20th April, 1896. [683]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 18th February, 1896. [136]

FOR NEW YORK.

THE 100 A. L. American Iron Ship

"T. F. OAKER,"

Z. W. Reed, Master, shortly expected from the North, will leave here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th March, 1896. [134]

MEE CHEUNG PHOTOGRAPHY.

TOP FLOOR OF ICE HOUSE, 10, Le-Hong Road.

I am now in a position to take all the best and most modern photographic art practice in the Colony in any part of the Far East.

GROUPS AND VIEWS.

A specialty.

Hongkong, 22nd September, 1896. [49]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 29th April.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 30th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making direct connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits; Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Bulwer (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Sunday, 3rd May, at Daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Thursday, 21st May, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama and Honolulu)..... Sunday, 7th June, at Daylight.

PROPOSED SAILINGS FROM HONGKONG.

Bulwer (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Saturday, 25th April, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Wednesday, 13th May, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Saturday, 30th May, at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at this Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 8th April, 1896. [13]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1896. [19]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PESHAWUR,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carthage, leaving that port on the 16th May for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd April, 1896. [432]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.